

J. B. ASHELMAN.  
REMOVABLE CARRIAGE-TOP.

No. 191,822.

Patented June 12, 1877.

Fig. 1.

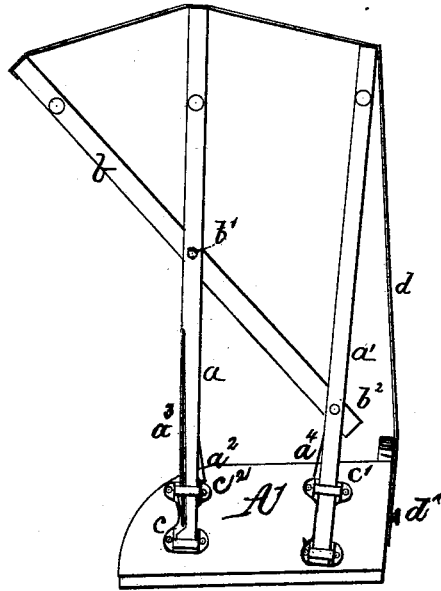
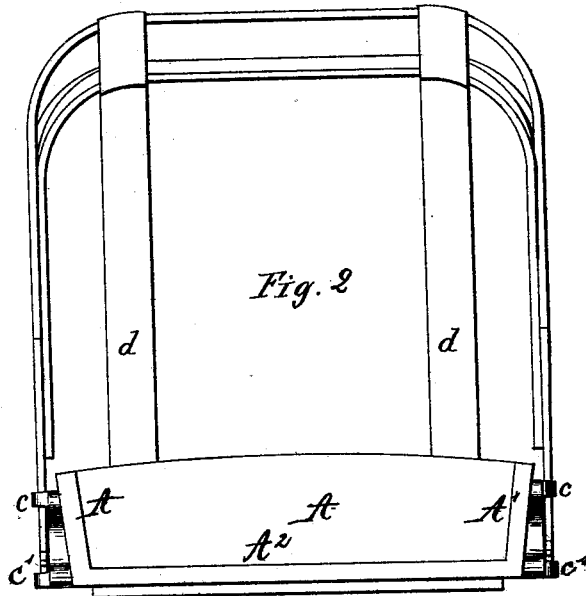


Fig. 2.



Witnesses:

S. A. Kemp  
S. J. Hooper

Inventor:

J. B. Ashelman.

# UNITED STATES PATENT OFFICE.

JOHN B. ASHELMAN, OF RED WING, MINNESOTA, ASSIGNOR OF ONE-HALF HIS RIGHT TO FRANK IVES, OF SAME PLACE.

## IMPROVEMENT IN REMOVABLE CARRIAGE-TOPS.

Specification forming part of Letters Patent No. **191,822**, dated June 12, 1877; application filed October 16, 1876.

*To all whom it may concern :*

Be it known that I, J. B. ASHELMAN, of Red Wing, in the county of Goodhue, State of Minnesota, have invented a new and useful Improvement in Carriage-Tops, which improvement is fully set forth in the following specification and accompanying drawing :

Figure 1 is a side elevation of my improved carriage-top. Fig. 2 is a front view of the same.

My invention relates to the peculiar construction of a cover which can be readily and securely attached to the seat of any wagon or carriage, for protection from the sun and rain, and which can be also readily removed when desired.

In the drawings, A represents the back of the seat of an ordinary wagon.  $A^1$   $A^1$  are the ends and  $A^2$  the bottom of the same. Upon the outside of each end of the seat I fasten two socket-pieces,  $c$   $c^1$ , each of which is provided with two staples for receiving the ends of the bows.

$a$   $a^1$  are the upright bows for the support of the covering, and are made of suitable material, and bent in the usual manner. The bow  $a^1$  is provided with a shoulder,  $a^4$ , which prevents the lower end from passing too far through the socket  $c^1$ . The bow  $a$  is provided with a similar shoulder,  $a^2$ , on the rear edge, and for a similar purpose. The front edge of bow  $a$  is recessed sufficiently to permit the attachment of a spring-latch,  $a^3$ , which, after the bow has been inserted in the socket latches with the under side of the staple  $c^2$ ,

and prevents the upward escape of the bow until the catch is pressed back.

$b$  is a third bow pivoted to the bow  $a$  at  $b^1$  and to  $a^1$  at  $b^2$ .

$d$   $d$  are straps which are fastened to the top of bow  $b$ , in front, and extend over the tops of the other bows and down to the back side of the seat A, to which they are buttoned, as seen at  $d^1$ .

Over the supporting frame-work thus constructed any suitable covering may be placed.

The method of attaching and detaching my improved top will be readily understood by an examination of the drawings and from the foregoing description.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A flexible carriage-top frame, composed of two upright bows, and a bracing bow pivoted to both the upright bows, substantially as set forth.

2. The combination, with the socket-piece  $c$ , of bow  $a$  and spring-latch  $a^3$ , substantially as and for the purpose set forth.

3. The combination, with socket-pieces  $c$  and  $c^1$ , of bow  $a$ , provided with spring-latch  $a^3$  and shoulder  $a^2$ , bow  $a^1$  provided with shoulder  $a^4$ , and bow  $b$ , substantially as and for the purposes set forth.

J. B. ASHELMAN.

Witnesses:

S. A. KEMP,  
S. J. HASLER.